

U. S. COAST GUARD

2018 Report



To The

Pacific Fishery Management Council

June 2019

Prepared By:

Thirteenth & Eleventh Coast Guard Districts

CONTENTS

- I. Introduction
- II. OCEAN GUARDIAN Fisheries Enforcement Strategic Plan
- III. Involvement in Fisheries Management Process
- IV. Fisheries Enforcement Resources
- V. U.S. Coast Guard Missions
- VI. Living Marine Resources Training
- VII. Fisheries Enforcement Efforts
- VIII. Joint Enforcement Initiatives
- IX. Marine Protected Species
- X. Foreign Fisheries: Illegal, Unreported, and Unregulated Fisheries / Integrity of the U.S. Exclusive Economic Zone
- XI. Commercial and Recreational Fishing Vessel Safety

I. INTRODUCTION

This report provides an overview of U.S. Coast Guard (USCG) enforcement efforts in 2018 in support of PFMC managed fisheries along the entire U.S. West Coast, which includes the respective programs in USCG District Eleven (D11 – California) and District Thirteen (D13 – Washington and Oregon).

The USCG is represented on the Pacific Fishery Management Council (PFMC) by the Commander of the Thirteenth Coast Guard District, Rear Admiral David G. Throop. Rear Admiral Throop's designees on the Council are LCDR Scott McGrew and Mr. Christofer German. Mr. German also represent USCG interests as Vice Chair on the PFMC's Enforcement Consultants Committee. D11 representation at the PFMC will be changing in June of 2019 as CDR Jason Brand transitions out and LCDR Lee Crusius transfers in.

The USCG places the safety of the Nation's fisheries among its highest priorities. In addition, the USCG recognizes that at-sea enforcement is an essential component for the success of the fisheries management plans the PFMC governs so diligently. The USCG appreciates the PFMC incorporating important safety and enforcement issues into its fisheries management considerations.

This report provides an overview of the following topics:

- USCG's involvement in the fishery management process, both with the PFMC and with other management entities.
- Update on USCG resources used to accomplish the living marine resources (LMR) protection mission and impacts from competing responsibilities.
- Summary of USCG fisheries enforcement activity over the past year and engagement with collaborating agencies.
- Review of commercial and recreational fishing vessel safety statistics from 2018.

I. OCEAN GUARDIAN FISHERIES ENFORCEMENT STRATEGIC PLAN

The Commandant's *OCEAN GUARDIAN* strategic plan guides the USCG fisheries enforcement and LMR mission. The strategy of the USCG is to provide effective and professional at-sea enforcement to advance national goals for fisheries management and conservation and management of LMR and their environments.

The *OCEAN GUARDIAN* strategic plan completes a comprehensive revalidation every five years (last was 2014), in order to ensure the strategy has adapted to reflect current domestic and international living marine resource management needs.

Although the regulations the USCG enforces often change and the strategies employed to enforce them must adapt, the objectives of the *OCEAN GUARDIAN* strategic plan remain the same:

- 1) Prevent encroachment of the U.S. Exclusive Economic Zone (EEZ) and internal waters by foreign fishing vessels;
- 2) Ensure compliance with domestic LMR laws and regulations; and
- 3) Ensure compliance with international agreements for the management of LMR.

II. INVOLVEMENT IN THE FISHERIES MANAGEMENT PROCESS

As indicated in the framework for the USCG's *OCEAN GUARDIAN* strategic plan, productive partnerships are one of the plan's key concepts. Some of the USCG's most productive partnerships are through interactions associated with this Council. D11 and D13 value the relationship with the PFMC and involvement in the fisheries management process. The USCG strives to remain involved in all fisheries management issues having a potential impact on fisheries enforcement and fishing vessel safety considerations.

In addition to attending all PFMC meetings and pertinent PFMC sub-committee meetings, representatives from D11 and D13 also attend portions of North Pacific Fishery Management Council meetings when they are held locally. USCG representatives also have an affiliation with many other associated organizations, such as the International Pacific Halibut Commission, where the USCG also provides an annual report, National Marine Sanctuary Advisory Councils and Enforcement Working Groups, and the Pacific States Marine Fisheries Commission. D11 and D13 also collaborate with NOAA in the Marine Mammal Stranding Network and Whale Disentanglement Team, as well as providing representation to the U.S. Government delegation in the U.S./Canada Albacore Tuna Treaty deliberations.

Through affiliations with these various management and regulatory organizations, the USCG has developed a rapport with valued stakeholder groups and individual members of the fishing industry. These relationships are extremely beneficial, allowing seamless sharing of information and understanding of respective challenges and concerns, in order to foster constructive partnerships.

III. FISHERIES ENFORCEMENT RESOURCES

D11's area of responsibility includes all waters off the coast of California out to 200 nautical miles, as well as California federal navigable waters. D13's area of responsibility includes all waters off the coasts of Washington and Oregon out to 200 nautical miles, as well as Washington and Oregon federal navigable waters and within the Columbia River system. Resources used for fisheries enforcement in both Districts include cutters, aircraft, and boats from coastal stations.

Cutters:

Patrol Boats/Fast Response Cutters: The primary surface fisheries law enforcement patrol resources are the 87' Coastal Patrol Boats, 110' Patrol Boats, and 154' Fast Response Cutters. Due to sea keeping and endurance limitations, patrol boats typically patrol within 50 nautical miles of shore. D11 patrol boats include thirteen 87' Coastal Patrol Boats located at coastal ports throughout the state and four Fast Response Cutters in San Pedro. The Fast Response Cutters have extended endurance, speed, and seakeeping ability over the 110' and 87' Patrol Boats. D13 patrol boats include nine 87' Coastal Patrol Boats located in Puget Sound and Strait of Juan de Fuca ports, as well as one 110' Patrol Boat home-ported in Port Angeles, Washington, and one in Coos Bay, Oregon.

Buoy Tenders: Buoy tenders conduct periodic law enforcement, including fisheries enforcement, in conjunction with their primary mission of maintaining aids to navigation. D11 buoy tenders include one 225' Seagoing Buoy Tender home-ported in San Francisco and one 175' Coastal Buoy Tender in San Pedro. D13 uses one 225' Seagoing Buoy Tender, home-ported in Astoria, Oregon, for offshore fisheries enforcement.

Medium Endurance Cutters (MECs): Two 210' MECs, classified as major cutters, located in Astoria, Oregon, and one in Port Angeles are also occasionally assigned to dedicated patrols in D11's and D13's waters to monitor fisheries activity during transits to other operating areas. Competing mission demands and patrol requirements in other regions have significantly decreased West Coast fisheries enforcement patrols by major cutters during the past several years, though we did have some incidental patrol time in 2018.

High Endurance Cutters (HECs): The HECs, also classified as major cutters, belong to the Pacific Area command and are assigned to patrol throughout the Pacific Area Theater. The West Coast has two 378' HECs in Seattle. Also, four of the USCG's newest class of major cutter, the 418' National Security Cutter, are home-ported in Alameda, California. Although their primary operational obligations are elsewhere, these larger cutters have occasionally conducted brief domestic fisheries patrols, in conjunction with other patrol tasking, in D11's and D13's areas of responsibility during the past several years.

Aircraft:

Rotary-wing: The primary aviation fisheries law enforcement resources on the West Coast are H-60 Jayhawk and H-65 Dolphin helicopters. Due to endurance and safety limitations, offshore patrols conducted within 100 nautical miles of the coast. D11's three helicopter air stations and one Fixed Operating Base (FOB) are located in San Diego, Naval Station Ventura County (Oxnard, CA), San Francisco, and Humboldt Bay (Eureka, CA). D13's three helicopter air stations are located in Port Angeles, Washington, and Astoria and North Bend, Oregon, along with a satellite Air Facility in Newport, Oregon.

Fixed-wing: Air Station Sacramento provides fixed-wing aircraft to conduct surveillance flights along the entire West Coast and throughout the Eastern Pacific, deploying in support of missions as far north as Alaska and as far south as Central America. Air Station Sacramento operates the C-27J Spartan aircraft to conduct medium range patrols. Varying fixed-wing missions will continue to compete for time with domestic fisheries patrols.

Boat Stations:

Small boats from coastal stations primarily conduct search and rescue. However, boat crews are trained in fisheries law enforcement, and conduct patrols to enforce domestic fisheries and safety regulations, typically within 20 nautical miles of shore. D11 has fourteen stations located along the California coast, while D13 has eleven coastal stations along the Washington and Oregon coasts, as well as three stations in Washington internal waters (Port Angeles, Bellingham, and Seattle) and one on the Willamette River (Portland). Two additional seasonal stations are operated in Central and Southern Oregon during summer months, corresponding with periods of higher boating activity. Typical boat types at West Coast stations include the 47' motor lifeboat, the 45' response boat, and the 29' response boat. In addition, several D13 boat stations are equipped with 52' motor lifeboats, which, similar to the 47' motor lifeboats, are specifically designed and manned for operations in heavy surf conditions, along with significantly increased towing capability, and the ability to respond as far as 150 nautical miles offshore. These 52' motor lifeboats are essential to the response system in the Pacific Northwest, where large trawlers, powerful surf, and a tuna fleet operating to the edge of the EEZ all challenge more standard search and rescue assets.

IV. U. S. COAST GUARD MISSIONS

LMR protection and enforcement is just one of several important missions the USCG is required to accomplish. The USCG is tasked with eleven statutory missions, which encompass protecting the maritime economy and environment, defending maritime borders, and assisting those in distress. A comprehensive list of USCG missions includes:

- **Aids to Navigation**: The USCG sets and maintains aids to mark the waters of the United States and its territories to assist boaters in navigation and alert them to obstructions and hazards.
- **Defense Readiness**: In support of the National Military Strategy and Department of Defense operations, USCG assets are capable and equipped to deploy and conduct joint operations in support of critical needs of combatant commanders.
- **Drug Interdiction**: The USCG is the lead federal agency for maritime drug interdiction and shares lead responsibility for air interdiction with the U.S. Customs Service.
- **Ice Operations**: The USCG conducts icebreaking services to assist vessels and communities in emergency situations and facilitate essential commercial maritime activities in the Great Lakes and Northeast regions.
- **Living Marine Resources**: **The USCG enforces fisheries laws at sea, as tasked by the Magnuson-Stevens Fisheries Conservation and Management Act. The USCG also shares marine protected species responsibility and authority based on legislation under the Endangered Species Act, Marine Mammal Protection Act, and the Sanctuaries Act.**
- **Marine Environmental Protection**: The USCG develops and enforces regulations to avert the introduction of invasive species into the maritime environment, stop unauthorized ocean dumping, and prevent oil and chemical spills.
- **Marine Safety**: The USCG inspects commercial vessels, responds to pollution, investigates marine casualties and merchant mariners, manages waterways, and licenses merchant mariners.
- **Migrant Interdiction**: The USCG enforces immigration law at sea by conducting patrols and coordinating with other federal agencies and foreign countries to interdict undocumented migrants at sea.
- **Other Law Enforcement**: **Preventing illegal foreign fishing vessel encroachment in the U.S. EEZ is a primary USCG role vital to protecting the integrity of the nation's maritime borders and ensuring the health of U.S. fisheries.**
- **Ports, Waterways, and Coastal Security**: The USCG is responsible for protection of the U.S. Maritime Domain and Marine Transportation System.
- **Search and Rescue (SAR)**: Minimizing the loss of life, injury, property damage or loss by rendering aid to persons in distress and property in the maritime environment is the USCG's highest priority mission.

Although certain USCG units primarily focus on specific missions, such as small boat stations conducting SAR and buoy tenders maintaining aids to navigation, almost all USCG units participate in multiple missions, often simultaneously, requiring extensive training and operational expertise to remain proficient.

V. LIVING MARINE RESOURCES TRAINING

Due to the multi-mission nature of the Coast Guard and the dynamic and complex fisheries regulations, all operational USCG units involved in the LMR enforcement mission receive training at least every 18 months. Training is provided by the Pacific Regional Fisheries Training Center (PRFTC) located on Coast Guard Island in Alameda, California – which provides training to units in Washington, Oregon, California, Hawaii, and Guam.

PRFTC is one of five Coast Guard Regional Fisheries Training Centers (RFTCs) solely dedicated to training focused on the preservation and protection of living marine resources. In addition to its state-of-the-art training room, PRFTC has commercial and recreational fishing vessel training platforms specifically designed to facilitate performance based training and evaluations for student boarding officers. PRFTC hosts eight resident courses per year – four sessions for California LMR Boarding Officers and four for Oregon/Washington LMR Boarding Officers. During 2018, PRFTC hosted and trained 392 USCG personnel at its courses. Additionally, PRFTC completed three LMR workshops for operational command centers and air stations throughout the West Coast.

Partner agency involvement has been vital to the success of all resident courses. NOAA Office of Law Enforcement (OLE) has graciously provided representation at nearly all California and Northwest courses since their inception. Additionally, a NOAA Supervisory Enforcement Officer works out of an onsite office at the schoolhouse. NOAA OLE presence at the training center has proven invaluable in fostering partnerships between the agency and the USCG, helping to ensure the success of the training program.

In an effort to support the LMR enforcement mission, the five RFTCs run an LMR Field Advisor Program. This program provides a qualified RFTC instructor to travel to operational units to assess the quality of training offered at the RFTC and to support the units' LMR training programs. During 2018, PRFTC sent Field Advisors underway with one Station and one Coast Guard Cutter.

In addition to formal LMR training, District staffs also participate in impromptu LMR training at local units, often specifically in preparation for upcoming fishing seasons or enforcement emphasis operations. These training sessions also frequently rely on partner agency participation to enhance the learning environment and to ensure the consistency of our shared enforcement responsibilities throughout the coast.

VI. FISHERIES ENFORCEMENT EFFORTS

2018 U.S. West Coast Living Marine Resources Enforcement Resource Hours

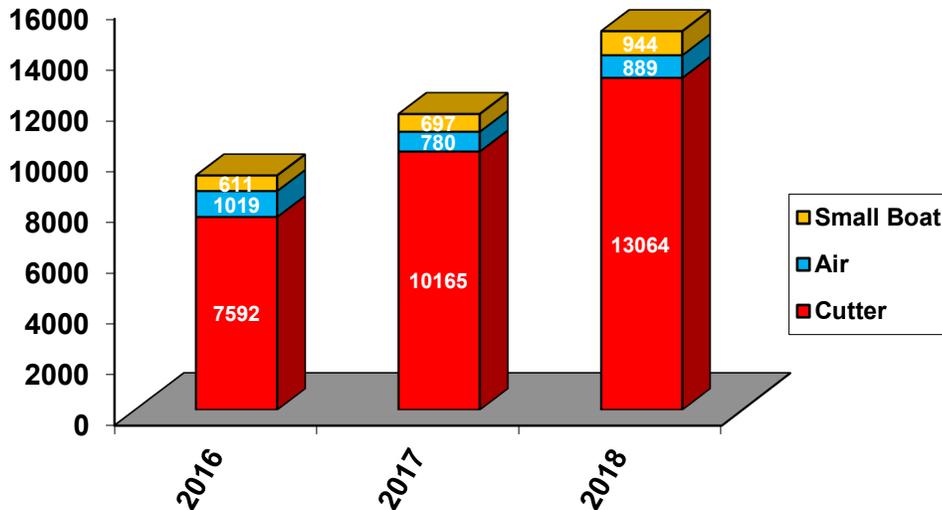


Figure 1 depicts the total resource hours dedicated to the Living Marine Resources mission on the West Coast during the last three years. Further details are below.

- **Cutter:** The majority of West Coast offshore fisheries enforcement efforts continue are conducted by D11 and D13's 154' Fast Response Cutters and 110' and 87' patrol boats (WPBs). USCGC JOHN MIDGETT and USCGC ACTIVE conducted brief ad hoc LMR patrols in support of District 13.
- **Air:** In addition to routine helicopter patrols, Air Station Sacramento conducted nearly 400 hours of surveillance during C-27J patrols in 2018.
- **Small Boat:** Small boat hours consist of dedicated fisheries enforcement efforts by coastal small boat stations and cutter boats throughout the West Coast.

In addition to offshore fisheries patrols, USCG units enforced federal safety regulations and monitored tribal and non-tribal fisheries activity during 65 multi-mission enforcement patrols by D13 patrol boats in Washington internal waters, as well as monitoring Columbia River Buoy 10 recreational salmon fisheries during the summer. Operations were also conducted in internal waters to monitor high volumes of vessel traffic associated with certain fisheries openers. The majority of these targeted efforts included joint patrols, embarking riders, or sharing of information with state and NOAA fisheries enforcement personnel, as highlighted in Section VIII of this report.

2018 Fisheries Boardings and Violations

877 Fisheries Boardings 11 Significant Fisheries Violations

- USCG D11 and D13 units conducted 877 commercial and recreational fisheries boardings in Washington, Oregon, and California waters, covering federal, state, and tribal managed species. Approximately 30% of the boardings were on commercial fishing vessels, while the remainder were on recreational and charter vessels engaged in fishing.
- The violations involved documentation of non-compliance with federal fisheries regulations, which were forward to NOAA for adjudication, as well as suspected violations of state and tribal regulations that were forwarded to the appropriate agencies for disposition. Of the total number of violations, a large percentage were documented during joint operations or as a result of information sharing with federal and state enforcement partners, as summarized in section VIII of this report.

Some specific examples of *fisheries violations detected by the Coast Guard in* during 2018 include:

- In February, a helicopter from Air Station North Bend documented a Commercial Fishing Vessel operating illegally in the Cape Perpetua Marine Protected Area, one of five Oregon offshore marine protected areas where no fishing is allowed, and other activities are also restricted. The case was referred to OSP for adjudication.
- Also in February, on opening day for commercial Dungeness Crab, a Station Chetco River boat documented a Commercial Fishing Vessel deploying gear early. The case was referred to OSP for adjudication.
- In June, while conducting dockside boardings following the first commercial Pacific halibut derby of the season, a Station Yaquina Bay Boarding Team found eight Pacific Halibut on board a Commercial Fishing Vessel whose operator did not have a state commercial fishing license. OSP was notified and seized the vessel's catch and issued a citation.
- Also in June, CGC ORCAS documented a violation on a commercial tuna troller for failing to facilitate a boarding by refusing to heave to and not answering radio hails after the master stated he did not have a safe boarding ladder, which was required for his vessel. This same vessel was hailed by CGC BLUE SHARK in July, and finally boarded by Station Cape Disappointment when it returned to port in August and the vessel still could not produce a safe boarding ladder. The failure to facilitate enforcement, particularly when repeated multiple times, is deemed to be a significant LMR violation, and the case was referred to NOAA.
- In July, CGC ORCAS cited a salmon troller for retention of 18 salmon during closed season and referred the case to NOAA.
- In August, Station Umpqua River boarded a Commercial Fishing Vessel following a report of the vessel master assaulting a female crewmember underway. The boarding team determined the master did assault the crewmember and that the master appeared intoxicated. The vessel's voyage was terminated for especially hazardous conditions and the master was arrested and charged with Assault within Maritime Jurisdiction and Operating a Commercial Vessel while Under the Influence of Alcohol.
- In October, CGC ORCAS boarded a Commercial Fishing Vessel targeting Pink Shrimp. The vessel was operating within 12 NM and was required to transmit AIS, but failed to do so.

VII. JOINT ENFORCEMENT INITIATIVES

Some of the USCG's most effective efforts are the result of working collaboratively with partners from NOAA OLE, Treaty Tribes, and California, Oregon, and Washington state fisheries enforcement personnel – California Department of Fish and Wildlife (CDFW), Oregon State Police (OSP), and Washington Department of Fish and Wildlife (WDFW). An open flow of communications throughout the year is vital to evaluating trends observed by respective agencies and planning operations to support PFMC managed fisheries and other important enforcement concerns throughout the West Coast region, ensuring shared success.

Not only does collaboration occur at the management level, but operational units also work closely with their federal, tribal, and state counterparts in the field. For the past several years, USCG Station Grays Harbor has hosted detachments of Washington Department of Fish and Wildlife (WDFW) and NOAA OLE personnel, as well as providing dock space for WDFW's enforcement vessel CORLISS. A NOAA enforcement officer is also co-located at USCG Station Coos Bay and a NOAA supervisory enforcement officer is co-located on Coast Guard Island in Alameda, California at the USCG's Pacific Regional Fisheries Training Center. Co-location of partner agency personnel has greatly enhanced collective efforts and additional future opportunities will continue to be pursued.

Some specific examples of *joint operations to enforce general fisheries regulations*, as well as monitoring activity of particular concern:

- In January, CGC BLUE SHARK conducted joint operations with WDFW and conducted seven commercial and recreational fisheries boardings.
- Also in January, Air Station Port Angeles embarked a WDFW rider to monitor Dungeness Crab activity.
- In May, seven Coast Guard Patrol Boats along with NOAA OLE, WDFW, and OSP conducted an interagency operation focused on the salmon opener, boarding 92 commercial and recreational boats.
- Also in May, USCG Sector Humboldt Bay conducted Operation Slammin' Salmon and Operation Flat Fish Frenzy in conjunction with CDFW, resulting in one boarding with no violations. Operations were limited due to weather conditions.
- During Memorial Day weekend Sector Puget Sound units were involved in joint operations with WDFW to monitor activity associated with recreational halibut openers off NW Washington and in Washington internal waters. A total of 41 recreational LMR boardings were conducted from CG units. CG boarding officers also embarked on WDFW vessels and WDFW officers embarked on Air Station Port Angeles helicopters. Several fisheries violations were documented by WDFW, with the most notable being from 26 May, when a Station Quillayute River boarding officer accompanied a WDFW boarding on a commercial crabber off NW Washington. The crabber was found to have no licensed operator on board. Subsequent interviews revealed the owner of the vessel sent one of his unlicensed deckhands out with the boat. The boarding resulted in WDFW seizing 2,260 lbs of Dungeness crab, valued at over \$13,000. The case was referred to the local prosecutor.
- In July, Station Yaquina Bay personnel embarked on an OSP marine patrol vessel to monitor the recreational salmon fleet. Multiple boardings were conducted and seven citations were issued for barbed hooks, failure to record catch, and retention of undersized fish.
- During September, Sector San Francisco conducted Operation Whale Warden, totaling 279 patrol hours in the National Marine Sanctuaries, resulting in 33 boardings, 36 violations, and 1 salmon seizure.
- During October, Operation SAFE CRAB completed 51 Commercial Fishing Vessel Safety (CFVS) exams and safety spot checks, 42 safety discussions with crab vessel operators, 32 safety information packages were issued to vessel operators, for a total of 372 resource hours.
- During December, Sector San Francisco conducted Operation Crustacean Crackdown using three stations and three patrol boats to target recreational and commercial Dungeness crab boats, resulting in 28

boardings.

- Also in December, Air Station Port Angeles and CGC BLUE SHARK participated in Operation Christmas Clams with WDFW and terminated the voyage of a Commercial Fishing Vessel for safety violations.

Finally, similar to the benefits gained from working with enforcement partners, an open flow of communications between the USCG and fishing industry stakeholders is also vitally important to successful mission execution. Industry reports of potential enforcement concerns are extremely valuable to enhancing the USCG's maritime domain awareness. Reports from stakeholders are most effective when they are as timely, as accurate, and as detailed as possible. Even if an immediate response is not possible, these reports often assist in obtaining more assets to target a particular area of concern.

VIII. MARINE PROTECTED SPECIES

In addition to fisheries enforcement, the USCG has an active Marine Protected Species protection program, with a strategic plan titled *OCEAN STEWARD*. Patrolling surface units and routinely provide information on ESA species, migratory birds, and marine mammal sightings and interactions, as well as working closely with agency partners and other stakeholders through stranding networks and National Marine Sanctuaries.

D11 and D13 participated in 12 marine protected species response operations during 2018, with highlights of some of them summarized below:

- In April, Sector Columbia River received a report from a charter fishing vessel of an entangled humpback whale off Grays Harbor. The whale appeared tired but otherwise healthy. Upon request by the local Marine Mammal Stranding Network, a Station Grays Harbor motor lifeboat patrol was unable to relocate the whale.
- On April 15th, CGC SEA OTTER was diverted to relocate a reported 25ft juvenile whale entangled with a pink gill net .5mile from Pt. Nazarene University, Pt. Loma. SEA OTTER was unable to locate, however Sea World and NOAA were on standby to respond if sighted.
- On May 9, Station Quillayute River and Air Station Port Angeles responded to the report of an entangled whale approximately 18 miles off the NW Washington coast. The Air Station Port Angeles helicopter confirmed the location of the whale. A Station Quillayute River Motor lifeboat accompanied a NOAA disentanglement team, which was unsuccessful in disentangling the whale on the first attempt, but was able to attach a telemetry buoy to the whale, enabling relocation and successful disentanglement the next day.
- On May 17, Station Grays Harbor received a report of an object in the water believed to be a possible capsized boat. Upon the Motor lifeboat's arrival on scene, the object was determined to be a deceased whale entangled in crab pot lines. On May 21, NOAA received a report of a deceased whale inside Grays Harbor, believed to be the same whale. An Air Station Astoria helicopter confirmed the sighting of the deceased whale and provided photos to NOAA.
- On May 21, Sector Columbia River received a report of a fisherman firing shots from a rifle, harassing sea lions, while engaged in gillnet fishing in vicinity of the Youngs River Bridge, near Astoria, OR. A Station Cape Disappointment small boat conducted a boarding and documented evidence, which was forwarded to NOAA for further investigation.
- On July 9, D13 received a requested from NOAA to investigate the last known position of a reported entangled whale northwest of Grays Harbor. An Air Station Astoria helicopter diverted from a training mission and located the deceased whale on the beach approximately a mile to the north of the reported position.
- On July 25, Station Bellingham assisted NOAA with managing the scene of a dead Orca whale, which had attracted attention from private boaters. The Station also transported a NOAA representative to the scene.
- On August 6, Sector Columbia River received notification from a Commercial Fishing Vessel of a deceased humpback whale entangled in fishing gear off the SW coast of WA. A helicopter was diverted to the reported position and confirmed the deceased whale. NOAA Fisheries was notified and no further CG action was requested.
- On September 9, Sector Puget Sound received notification from NOAA regarding an ailing Puget Sound Southern Resident Killer Whale, identified as J-50. Air Station Port Angeles conducted an initial helicopter sortie on September 13 with a NOAA observer onboard. Subsequent helicopter sorties were flow through September 21, totaling 10.4 resource hours, with in no positive sightings of J-50, which NOAA presumed to be deceased.
- On October 15, CGC HAWKSBILL assisted with the safety and location of a entangled whale approximately 3NM South of Santa Cruz. CGC HAWKSBILL arrived on scene with the R/V CURRENCY (NOAA vessel) and a disentanglement crew. The whale was disentangled safely.
- On November 4, NOAA entanglement crew requested CG assistance, and Station Monterey diverted to assist, maintaining a safety watch while NOAA entanglement teams attempted disentanglement operations. The entanglement crew conducted five unsuccessful attempts, and based on deteriorating on-scene weather,

discontinued operations for the day after placing tracker on the whale.

Additional USCG efforts associated with marine protected species during 2018 included:

- D13 continued to strengthen partnerships with NOAA Fisheries by coordinating a discussion between policy and legal staffs regarding protection of Southern Resident Killer Whales in Washington internal waters. Additionally, D13 staff participated in multiple Orca Whale Task Force and Vessel Working Group meetings. The Task Force and associated working group were in response to the Washington Governor's Executive Order to aid in the recovery of Southern Resident Killer Whales.
- D13 also worked with NOAA West Coast Region's Protected Resources Division to review Pacific Northwest Marine Mammal Stranding protocols.
- From June 7-10, Sector Puget Sound conducted Operation Be Whale Wise, consisting of a pulse op and outreach/education, focused on ESA listed (endangered) Puget Sound Southern Resident Killer Whales. The operation included four stations expending 105 resource hours, contacting 118 vessels, and issuing no violations. Education and outreach included distribution of NOAA's Be Whale Wise pamphlets by station and CG Auxiliary personnel, both on the water and at local marinas.

IX. FOREIGN FISHERIES: ILLEGAL, UNREPORTED, AND UNREGULATED FISHERIES / INTEGRITY OF THE U.S. EXCLUSIVE ECONOMIC ZONE

Foreign fisheries enforcement, involving illegal, unreported, and unregulated (IUU) fisheries, as well as ensuring the integrity of the U.S. Exclusive Economic Zone (EEZ), fall under the USCG's Other Law Enforcement (OLE) mission, as described in Section V of this report. 2018 efforts associated with specific components of the OLE mission are summarized below.

IUU Fisheries:

USCG high seas drift net (HSDN) fisheries enforcement efforts are typically conducted out of District 17 (D17-Alaska) and District 14 (D14-Hawaii). Although direct involvement with specific HSDN activities have historically been relatively low on the West Coast, as summarized below, D11 and D13 remain alert to potential issues involving portions of respective areas of responsibility or activity with the potential to impact fisheries or stakeholder representatives related to the PFMC.

NOAA and the USCG work closely with enforcement agencies from Canada, China, Japan, and the Russian Federation to enforce the North Pacific Anadromous Fisheries Commission (NPAFC) prohibition on directed fishing for anadromous stocks in the high seas areas of the North Pacific Ocean. The USCG's annual fisheries enforcement operation, known as Operation North Pacific Guard, was conducted from May to August 2018. The focus of this Operation is to detect, deter, and eliminate IUU fishing activity on the high seas of the North Pacific Ocean. The operation includes identifying large-scale HSDN fishing activity and any prohibited high seas capture of anadromous species. In addition, Operation North Pacific Guard implemented the Memorandum of Understanding between the Government of the United States of America and the People's Republic of China on Effective Cooperation and Implementation of United Nations General Assembly Resolution 46/215 of December 20, 1991.

USCG HC-130 maritime surveillance aircraft were staged out of Misawa, Japan, Shemya, Alaska, and Barbers Point, Hawaii to support CGC ALEX HALEY, which conducted a 91 day patrol of the High Threat Area. The coordinated USCG enforcement efforts covered a significant portion of the high seas of the North Pacific Ocean and visually identified multiple vessels operating in compliance with international standards.

During the patrol, CGC ALEX HALEY conducted nine Western and Central Pacific Fisheries Commission (WCPFC) boardings and identified six violations that were forwarded to flag states for enforcement action. Most significantly, the Chinese-flagged F/V RUN DA was intercepted, detained and escorted IAW the China – US bi-lateral agreement. The F/V RUN DA was found to have 80 tons of illegally caught salmon and admitted to using 8-9 Kilometers of Drift Net, which is in direct violation of the United Nations General Assembly Resolution 46/215 which outlaws high seas drift nets over 2.5 Kilometers. The ALEX HALEY escorted and transferred the vessel to the Chinese Coast Guard Vessel CGGV2301 in the Japan Sea for further prosecutorial actions by China.

The WCPFC at-sea boarding regime, developed in part with USCG involvement, has proven to be a critical tool for patrolling USCG cutters to employ in pursuit of addressing IUU fishing activity on the high seas; including enforcement against the practice of large-scale HSDN fishing. In cases where a species regulated by the WCPFC could be found on a vessel in the North Pacific, the WCPFC at-sea boarding regime provides USCG patrol assets with a mechanism for establishing jurisdiction to board foreign fishing vessels on the high seas of the North Pacific Ocean. Boardings conducted pursuant to these procedures ensure compliance with the provisions of the Convention and the Conservation Management Measures adopted by the Commission (including a prohibition against large-scale HSDN fishing). The WCPFC at-sea boarding regime facilitates reporting to flag state authorities and requires transparency on flag state actions taken pursuant to reports of suspected violations

of WCPFC regulations.

Integrity of the U.S. EEZ:

Efforts specific to the West Coast were primarily associated with fisheries associated with the U.S./Canada Tuna Treaty. During 2018, the second year of the most recent three-year reciprocal access regime under the Treaty, the USCG continued to focus on robust air and surface surveillance along the U.S./Canada EEZ boundary as resource availability allowed. USCG efforts such as these, which are in support of ensuring the integrity of the U.S. EEZ, fall under D13's Operation Olympic Shield, a comprehensive and multi-agency enforcement plan to deter illegal incursions into the U.S. EEZ.

USCG D13 participated in pre-season U.S./Canada bi-lateral discussions pursuant to the Treaty on June 14, 2018.

No EEZ incursions were documented by the Coast Guard in 2018, however, Canada Department of Fisheries and Oceans (DFO) provided initial information regarding a suspected incursion over the international boundary in Washington internal waters by a Canadian commercial crabber. The information included 18 potential incursions over a period from early May to late June and was obtained by DFO via electronic monitoring. The information was shared with NOAA OLE and WDFW.

Canada DFO also reported a U.S. Tribal salmon troller had been documented fishing up to 2.5 miles into the Canadian EEZ off NW Washington. The observations were made in May 2018 by a Canadian surveillance aircraft and a Canadian commercial fishing vessel. The information was shared with NOAA OLE, who is took the lead in the investigation.

From 2-4 August, Sectors Columbia River and North Bend, and multiple Stations, Air Station Sacramento, and CGC SEA LION participated in a joint fisheries enforcement operation "Tuna Sandwich". The surge operation focused on enforcing regulations associated with the recreational albacore tuna fishery throughout the AOR, in conjunction with the Oregon Tuna Classic Deep Canyon Challenge out of Ilwaco, WA.

Two Canadian tuna trollers were boarded while fishing in the U.S. EEZ during 2018 with no violations detected. Additionally, the presence of multiple vessels authorized to harvest albacore in the U.S. EEZ was documented by USCG cutters and patrol aircraft throughout the reciprocal access season. All Canadian vessels observed were determined to be in compliance with applicable Treaty provisions.

As alluded to above, in order to ensure the integrity of the EEZ, the USCG works closely with various agency partners, including NOAA OLE and General Counsel, state enforcement, and the U.S. Attorney's Office to ensure collaborative preparation for potential attempts by un-authorized (i.e. non-permitted) Canadian tuna trollers to fish in the U.S. EEZ. For the past six seasons, the USCG has also provided the U.S. albacore fleet with 24x7 contact information and a list of information to report if they observe suspected illegal foreign fishing in the EEZ. No illegal activity has been detected or reported since reciprocal access was resumed under the Tuna Treaty from 2013 to 2016, then again with a new reciprocal access regime in effect from 2017 through 2019. The USCG will remain engaged in potential discussions regarding the future of reciprocal access under the Treaty and enforcement strategies will be developed and patrol assets will be deployed, as available, to ensure compliance.

The Coast Guard is particularly concerned with reporting from the U.S. and Canadian Albacore fleets of net marked fish and potential movement of the Chinese fleet toward the US EEZ. Any fishermen with specific reports of vessel names, dates, and/or locations of Chinese vessels operating in the Northeastern Pacific Ocean are encouraged to make a report to any of the PFMC Enforcement Consultants.

X. COMMERCIAL AND RECREATIONAL FISHING VESSEL SAFETY

One of the USCG's primary objectives during the PFMC process is to identify ways to improve the safety of all fishing activity, whether it is related to commercial or recreational trips; whether the fisheries are administered by the federal government, the states, or the tribes; and whether the activity takes place in the ocean or within navigable internal waters. In addition to USCG representation at the main PFMC table, multiple USCG personnel attend Council meetings in order to engage with stakeholders to answer questions, especially with regard to safety. USCG representatives are also available at similar venues throughout the year to collect information, provide advice, and pursue opportunities to enhance safety among the maritime community.

Commercial Fishing Vessel Safety:

**Commercial Fishing Vessel Lives Lost
U.S. West Coast**

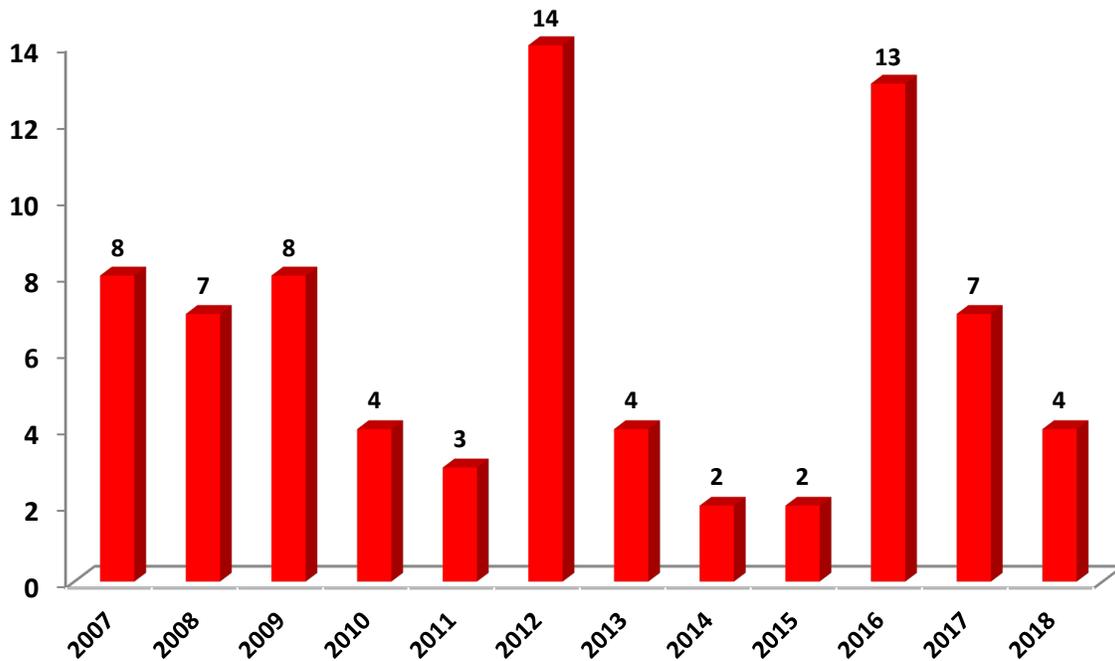


Figure 2 depicts a comparison of lives lost from West Coast commercial fishing vessels since 2007. Further details are below.

Four lives were lost in West Coast commercial fisheries during 2018. The number of lives lost is lower than the average from the preceding ten-year period (6 lives lost per year). The USCG remains diligent in efforts to determine contributing factors to past losses and steps are being taken to mitigate and reduce potential future losses. Details of several of the cases are below:

- Feb 2018: A 48' wood crab vessel with three people on board (POB), fishing 8NM off Humboldt Bay had two crewmen on deck fall overboard. One POB was retrieved quickly and brought back onboard by the master. Despite exhaustive search efforts, the other person was not located and the search was suspended.
- May 2018: A crabber's family reported his vessel overdue from a fishing trip off the southern Washington coast. The Coast Guard conducted multiple air, surface, and shore searches, eventually locating a sheen in the water inside Willapa Bay. While the Coast Guard continued to search for the crabber, the Pacific and Clark County Sheriff's searched the Bay with divers and sonar, locating the submerged vessel. The search was suspended.
- Sep 2018: A 32' fiberglass troller with two POB had one person fall overboard 3NM off Bodega Bay. Despite an extensive search, the crewmember was not found.
- Oct 2018: A 40' fiberglass troller in Dana Point was found with the master onboard deceased due to natural causes.

In addition to the losses of life, further examples of significant safety incidents on commercial fishing vessels are summarized below.

Significant Commercial Fishing Vessel Safety Incidents

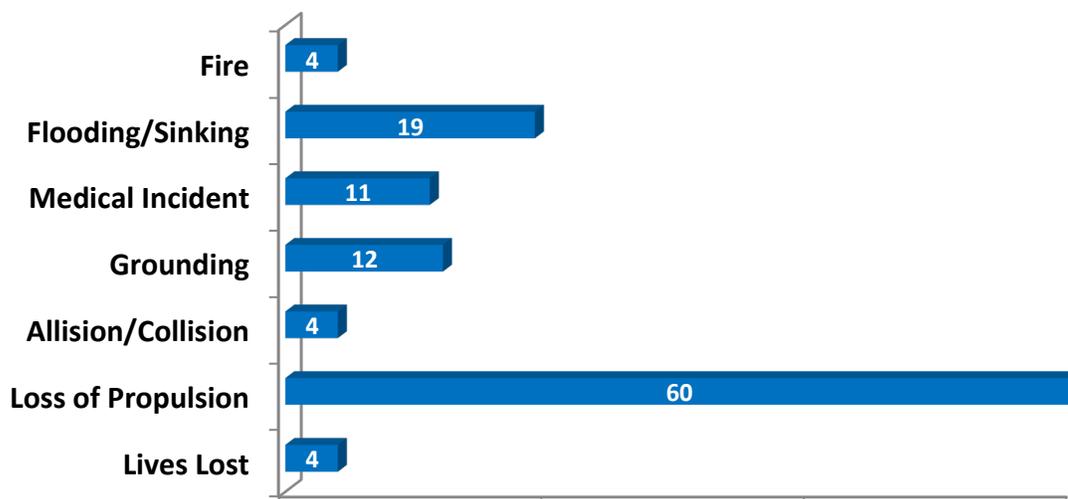


Figure 3 depicts a summary of other types of significant safety incidents occurring on commercial fishing vessels during 2018. Further details are below.

- **Fires:** The Coast Guard responded to four commercial fishing vessel fires, including:
 - Apr 2018: A 45' steel vessel south of Humboldt Bay caught fire due to faulty onboard electrical equipment. USCG personnel extinguished the fire, determined there were no injuries, and towed the vessel to Woodley Island. Vessel was salvaged.
 - Apr 2018: A 48' steel crab vessel 5NM off Trinidad had a fire in crew berthing due to an unknown cause that quickly spread to the pilothouse. All five crewmembers abandoned ship into the vessel's life raft and were rescued with no injuries. Vessel was salvaged.
- **Flooding / Sinking:** The Coast Guard responded to 19 commercial fishing vessels taking on water, including:
 - Jan 2018: A 82' vessel targeting hagfish began taking-on-water 15NM off Cape Alava. CGC CUTTYHUNK and Station Quillayute River responded and passed multiple pumps to the vessel but could not keep up with the flooding. The crew abandoned the vessel and were retrieved from the water by the Coast Guard motor lifeboat. The vessel sank inside Olympic Coast National Marine Sanctuary.
 - Feb 2018: A 36' wood troller began taking-on-water from loose planks 3NM west of Mendocino. The vessel's pumps were unable to keep up with flooding and the two persons onboard abandoned ship to a Coast Guard motor lifeboat. The vessel sank.
 - May 2018: A 60' wood shrimp vessel was fueling in Ventura Harbor. It began taking-on-water due to a .06" hole in the hull on the transom port quarter just below the chine. The flooding caused a battery fire and additional damage. No injuries. The vessel was not salvageable.

- Jun 2018: A 30' wood troller reported flooding due to leaking shaft seals off the Southern Oregon Coast. Station Chetco River launched a motor lifeboat and retrieved the master off the boat before it sank.
- Jul 2018: A 35' wooden troller struck a submerged object off Santa Cruz. The holed vessel quickly flooded and sank. The two POB were able to swim to a nearby rock where a passerby reported them to 911, who contacted the USCG. The survivors were hoisted to safety by Air Station San Francisco. The vessel was a total loss.
- Jul 2018: A 24' fiberglass troller sank 4.5NM west of Half Moon Bay due to an unknown cause. The two POB entered the water and were rescued by nearby Good Samaritans with no injuries. The vessel was a total loss.
- Aug 2018: A 35' fiberglass squid light boat sank off Solimar Beach due to unknown causes.
- Sep 2018: A 33' wood troller sank in Bolinas Bay due to a crack in the hull. The vessel was a total loss.
- Nov 2018: A 52' steel vessel with five POB began taking-on-water 2NM SE of Pt. Reyes. A nearby Good Samaritan lent pumps until the USCG arrived. Flooding was stopped and the vessel was towed to San Francisco with no injuries.
- Groundings: The Coast Guard responded to 12 vessel groundings, including:
 - Jun 2018: A 28' salmon troller suffered an engine casualty while outbound Coos Bay Bar and subsequently grounded on the North Spit. The owner was able to safely get off his boat and the troller refloated at the next high tide.
 - Aug 2018: A 56' fiberglass vessel with one POB and a dog ran aground off Santa Cruz in Monterey Marine Sanctuary. The man and his dog made it safely ashore with no injuries. The vessel broke up in the surf and was a total loss.
 - Sep 2018: A 33' wooden troller with one POB and 2 dogs ran aground on Catalina Island. The man and his dogs made it safely to the beach with no injuries. The vessel broke up in the surf and was a total loss.
- Medical Assistance / MEDEVAC: The Coast Guard responded to 11 incidents involving significant medical concerns or injuries to fishing vessel crewmembers requiring medical assistance or MEDEVAC, including:
 - Jul 2018: A 58' steel purse-seiner 6NM NNW of Mission Bay with eight POB had a crewmember injure his leg when it got caught between the skiff and vessel's hull. The crewmember was MEDEVAC'd by the USCG.
 - Jul 2018: A tuna troller reported a crewmember suffering from difficulty breathing and numbness in his extremities 100NM west of Pacific City, OR. An Air Station Astoria MH-60 hoisted the individual and transported him to EMS ashore.
 - Oct 2018: The Chief Engineer aboard a processor 10 NM west of Brookings, OR suffered a sudden loss of vision and anxiety. The crewmember was MEDEVAC'd by a Station Chetco River motor lifeboat. That same month, another crewmember aboard the same vessel suffered blunt force head/eye

trauma 25 NM west of Brookings, OR. A Station Chetco River Motor lifeboat MEDEVAC'd that crewmember to Brookings as well.

- Nov 2018: A 36' fiberglass crabber with three POB had a crewmember hit in the head with a crab pot 7NM off the Golden Gate Bridge. The crewmember was transferred to a patrol boat and then to awaiting paramedics on shore.
- Collisions/Allisions: The Coast Guard responded to four commercial fishing vessel collisions, including:
 - Aug 2018: Two Makah tribal vessels reported a collision at sea with no injuries or damage. Both vessels were able to safely return to Neah Bay, WA.
 - Aug 2018: A Canadian tuna troller and a U.S. tuna troller collided more than 100NM West of Newport, OR. Both vessels were able to proceed under their own power to Newport, OR where the Coast Guard boarded both vessels.
- Loss of Propulsion: The Coast Guard responded to sixty commercial vessels suffering loss of propulsion, including:
 - Feb 2018: During the first month of Dungeness crab season, Coast Guard units in Washington and Oregon responded to 28 incidents of vessels losing propulsion, steering, or other casualties. Many of these responses involved crossing hazardous breaking bars and required the use of the specialized 52' motor lifeboats located at Grays Harbor and the Columbia River in Washington, and Newport and Coos Bay in Oregon. These aging vessels are more than 60 years old, but continue to be maintained in the inventory because the capability they bring is essential to Search and Rescue operations on coastal Washington and Oregon Bars.
 - Aug 2018: A 67' tuna troller with 95 tuna onboard reported an engine casualty with two POB, 45NM W of Nehalem Bay, OR. Station Tillamook Bay launched a motor lifeboat that towed the vessel to a rendezvous point with a Station Cape Disappointment motor lifeboat that finished towing the vessel into Ilwaco, WA.
 - Sep 2018: A commercial fishing vessel reported a reduction gear failure 10 NM SW of Yaquina Bay, OR. Station Yaquina Bay launched a motor lifeboat, which towed the vessel to Newport, OR.
 - Sep 2018: A 21' commercial fishing vessel with 2 POB reported becoming disabled and adrift due to a fouled prop 28 NM West of Queets, WA. Station Quallayute River launched a motor lifeboat which safely towed the vessel and it's catch to La Push, WA.
 - Oct 2018: A shrimper with 10,000 lbs of pink shrimp in the hold reported suffering an engine casualty 6 NM west of Cape Blanco, OR. A Station Chetco River Motor lifeboat responded and towed the fishing vessel and its catch into Brookings.
 - Oct 2018: A commercial fishing vessel notified the Coast Guard that they were disabled and adrift due to a loss of electrical power 40NM west of Alsea Bay, OR. They also reported stability concerns due to a full fish hold. A Station Yaquina Bay motor lifeboat was dispatched and arrived on scene to find the vessel was back underway. The vessel was escorted to Newport, OR.
 - Oct 2018: A commercial fishing vessel with 500 gallons of fuel onboard was reported leaking oil into

the water at the LaPush, WA Marina. Station Quillayute River dispatched a team who boarded the vessel, secured a ruptured fuel line, and boomed off the vessel.

- Oct 2018: A commercial fishing vessel with three POB and 1000 lbs of sablefish reported becoming disabled due to a ruptured fuel line 38 NM SW of Cape Flattery, WA. Station Quillayute River and Station Neah Bay launched Motor lifeboats to tow the vessel to Neah Bay, WA.

These incidents from 2018, as well as past incidents involving vessel losses and losses of life in commercial fisheries, make clear the hazards in the fishing industry are not isolated to a particular fishery or gear type or a specific geographic area or time of year. The USCG is constantly working to identify trends and take preventive actions in fisheries where incidents occur more frequently; as well as taking steps to attempt to improve the overall safety of the industry.

2018 boarding statistics indicate approximately 26% of commercial fishing vessels boarded had some type of discrepancy involving safety gear carriage requirements or other federal safety regulations (down from 29% in 2017). The rate of vessels with fishing vessel safety discrepancies when boarded subsequent to search and rescue cases, per standard USCG protocol, was 31% (same as 31% in 2017). Approximately 3.2% (down from 4.6% in 2017) of all commercial fishing vessels boarded had their voyages terminated at sea or were issued a Captain of the Port Order during a post-SAR boarding in port for existence of especially hazardous conditions. Especially hazardous conditions, which are defined in Section 46 of the Code of Federal Regulations, can include conditions such as the lack of adequate immersion suits, lack of adequate firefighting equipment, and other conditions having the possibility of presenting an immediate threat to a vessel and its crew. The USCG very carefully considers all circumstances related to the potential termination of a vessel's voyage and issuance of a Captain of the Port Order. The final decision will only be made by the cognizant District Commander or a senior officer to whom the authority has been delegated. Following the termination of a vessel's voyage and issuance of a Captain of the Port Order, the vessel's operator must correct the discrepancies noted and receive permission from the USCG Captain of the Port prior to getting underway again.

Examples of USCG initiatives to enhance the overall safety of commercial fisheries are described below:

Coast Guard and Maritime Transportation Act rulemaking:

- As noted in the 2017 USCG report to the PFMC, mandatory dockside safety examinations are required for certain commercial fishing vessels, including: vessels operating outside 3 nautical miles from the baseline, vessels carrying more than 16 individuals on board regardless of where the vessel is operating, and vessels engaged in the Aleutian Trade. These regulations require a USCG commercial fishing vessel safety examination to be completed at least once every 5 years. Having a current safety examination may reduce the extent and time boarding officers will examine safety and survival equipment at-sea. However, successful completion of an exam will not exempt vessels from boardings.
- In January 2017, based on industry input, the Coast Guard suspended the Alternate Safety Compliance Program (ASCP) for vessel over 50' in length and 25 years old and instituted the Voluntary Safety Initiatives and Good Marine Practices. This new program is focused primarily on vessels over 50' in length, operating beyond 3 NM from shore, and more than 25 years old. However, these safety initiatives and good marine practices should be considered for all commercial fishing vessels where reasonable and practicable.

Further details, as well as updates on the Coast Guard and Maritime Transportation Act rulemaking and other important commercial fishing vessel safety information are available at: www.fishsafewest.info

Navigational Safety: In addition to verifying the status of safety gear during at-sea boardings, USCG units also place a significant emphasis on ensuring compliance with Rule 5 of the International Rules of the Road, which requires all vessels to maintain an appropriate bridge watch or lookout. Not maintaining a bridge watch has been identified as a contributing factor to several vessel accidents at sea. For example, the report of investigation from the December 2015 sinking of the F/V NORN off Northwest Washington was completed during 2016 and failure to maintain a proper lookout was identified as a contributing factor to the casualty. The report recommended West Coast USCG units conduct focused offshore boardings on small commercial fishing vessels to ensure and compel adherence to maintaining a lookout while underway.

Observer Safety: USCG fishing vessel safety personnel also work closely with the West Coast Groundfish Observer Program to identify safety concerns on vessels carrying observers. USCG personnel are involved in drill conductor classes and other outreach opportunities to promote at-sea safety, as has been the case for over a decade. USCG fisheries enforcement and commercial fishing vessel safety staff have also worked with NOAA to develop a standard protocol for observers to report to enforcement personnel regarding vessel safety or other concerns at sea. The USCG has a close working relationship with NOAA OLE, which shares information regarding observer debriefings after vessel deployments resulting in observations of suspected safety or MARPOL violations requiring potential follow up by the USCG.

Recreational Fishing Vessel Safety:

Significant Recreational Fishing Vessel Safety Incidents

Recreational boaters fishing in ocean waters off the West Coast face similar dangers as their commercial vessel counterparts which are inherent when operating within the coastal environment. The incidents illustrated in the chart above and further described below involve private pleasure vessels, as well as charter vessels required to be inspected by the USCG and licensed by the states. Similar to efforts being made to improve the safety of commercial fisheries, every coast Guard District has a Recreational Boating Safety program focused on enhancing the safety of recreational boaters, including those engaged in fishing.

- **Fatalities:** At least seven individuals were lost in incidents or accidents aboard recreational fishing vessels during 2018, including:
 - **May 2018:** Coast Guard Station Grays Harbor and Air Station Astoria responded to a capsized vessel on the Grays Harbor bar. Two individuals were recovered from the water after extensive searching, and were pronounced deceased.
 - **May 2018:** CGC ADELIE responded to a vessel capsized by a large wave off Tatoosh Island while fishing in a recreational halibut fishery off Neah Bay, WA. All three people aboard the 20' vessel went into the water. Two of the persons were recovered unharmed, while the third was unresponsive. Crewmembers from ADELIE conducted CPR until the individual was hoisted to an Air Station Port Angeles helicopter and delivered ashore in Neah Bay where he was pronounced deceased.
 - **Aug 2018:** A Coast Guard helicopter flying along the Oregon Coast spotted an overturned recreational fishing vessel off the coast near Siuslaw River, OR. They deployed their rescue swimmer who recovered the unresponsive individual.
 - **Sep 2018:** Coast Guard Station Port Angeles responded to a report of an unconscious male aboard a recreational vessel fishing for salmon in the Straits of Juan de Fuca. Coast Guard personnel administered CPR while transporting the victim to shore where they were pronounced deceased.
 - **Oct 2018:** A 16' recreational fishing vessel with four POB was reported disabled and capsized on the Umpqua River Bar. An Air Station North Bend helicopter and Station Umpqua River motor lifeboat diverted from training to assist. The lifeboat recovered the three persons in the water and embarked a fire department diver to search the capsized hull. A second helicopter arrived on scene and located the fourth person, deployed their rescue swimmer, and recovered an unresponsive 75 year old female. The three survivors were treated and released from Lower Umpqua Hospital.
 - **Oct 2018:** The Coast Guard received a report of a capsized recreational fishing vessel with two persons in the water on the Coquille River Bar in Bandon, OR. A good samaritan recovered the individuals and transported them to Bandon Marina and awaiting local EMS. Both patients were transported to Southern Coos Hospital where one was treated and released, and the other, a 74-year old male, was pronounced deceased.
- **Medical Assistance / MEDEVAC:** The Coast Guard responded to incidents involving significant injuries or medical concerns on board charter and private recreational fishing vessels, requiring medical assistance or MEDEVAC, including:

- Jul 2018: A 26' charter vessel 4NM NW of the Columbia River Bar reported a 68 year old passenger onboard had fallen after the vessel hit a wave resulting in inability to sit up and tingling in his legs. Station Cape Disappointment launched a Motor lifeboat with an EMT to stabilize the patient and escort the vessel back to Ilwaco, WA.
- Flooding / Sinkings: The Coast Guard responded to incidents involving charter or recreational fishing vessels flooding or sinking, including:
 - May 2018: A 43' charter fishing vessel with 13 POB reported they were taking on water due to a failed exhaust manifold hose and preparing to abandon ship into a life raft 26NM W of Depoe Bay, OR. Air Station Astoria diverted an MH-60 helicopter and Air Station North Bend launched the Newport HH-65 helicopter. CGC TERRAPIN diverted from patrol and Station Depoe Bay launched a Motor lifeboat. Two other charter vessels transferred 11 of the 13 people from the affected vessel. The motor lifeboat arrived on station and towed the vessel back to Depoe Bay.
 - Jul 2018: A 24' recreational Albacore fishing vessel with 4 POB reported taking on water 40 NM west of Coos Bay, OR. Air Station North Bend launched an HH-65 helicopter and Station Coos Bay launched a motor lifeboat to assist. The helicopter provided airborne surveillance while the lifeboat escorted the vessel back to Charleston, OR.
- Capsized Vessels: The Coast Guard responded to incidents involving capsized charter or recreational vessels, including:
 - May 2018: A 21' recreational fishing vessel on the Coos Bay Bar began flooding near the battery box, quickly flooded, and capsized, sending its three occupants into the water without lifejackets. Coast Guard Station Coos Bay launched a motor lifeboat. A good samaritan recovered the three persons from the water in good condition and transferred them to the Coast Guard boat.
 - Jun 2018: A recreational fishing vessel on the Coos Bay Bar capsized, throwing four persons into the water. Air Station North Bend diverted an HH-65 helicopter, and Station Coos Bay launched a motor lifeboat that recovered the four people and transferred them ashore.
- Fires: The Coast Guard responded to fires aboard charter or private fishing vessels, including:
 - Aug 2018: A 64' recreational fishing vessel with two POB, 10 NM NW of Tillamook Bay, OR reported an electrical fire that was extinguished, but resulted in the vessel losing propulsion. Station Tillamook Bay launched a motor lifeboat to tow the vessel toward the Columbia River, where a commercial salvage vessel would take over the tow. Shortly after transferring the tow to the commercial salver, the salver's engine overheated, so Station Cape Disappointment launched a motor lifeboat to tow both the recreational fishing vessel and the commercial salver to Ilwaco, WA.
 - Dec 2018: A 34' recreational fishing vessel with five POB was reported on fire on the Umpqua River. A Station Umpqua River motor lifeboat was dispatched and arrived on scene to find the fire extinguished and engine inoperable. The vessel was towed to port.

- Collisions: The Coast Guard responded to collisions involving charter or private fishing vessels, including:
 - Mar 2018: A 20' recreational fishing vessel was hit by a tug and barge and capsized in the Columbia River near Longview, WA. Both occupants were recovered by a nearby good Samaritan, who transported them to shore with no injuries.
- Loss of Propulsion: The Coast Guard responded to charter or private recreational fishing vessels losing propulsion, including:
 - Jul 2018: A 32' recreational Albacore fishing vessel reported running out of fuel 50 NM west of the Columbia River Bar. Station Cape Disappointment launched the 52' Motor lifeboat Triumph to tow the vessel to Ilwaco, WA.
 - Aug 2018: A 26' uninspected passenger vessel Albacore fishing reported losing propulsion 42 NM NW of the Columbia River Bar with five anglers aboard. Station Grays Harbor launched a motor lifeboat and towed the vessel to Westport, WA.
 - Oct 2018: A charter fishing vessel reported losing propulsion and being disabled and adrift 3 NM south of Yaquina Bay with 24 anglers aboard. Station Yaquina Bay diverted a motor lifeboat from training to tow the vessel back to Newport, OR.

These incidents from 2018, as well as past incidents involving vessel losses and losses of life in recreational fisheries, are clear indications vigilance is equally as important to charter and recreational boaters as it is to commercial fishermen. Coast Guard units work closely with fisheries enforcement and first responder partners to place a particular emphasis on being present to monitor activity associated with fisheries openers and other timeframes anticipated to result in significant offshore vessel participation. These operations are examples of efforts undertaken by the Coast Guard to mitigate the risks associated with engaging in recreational fisheries at sea.